

Salazar
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 Boustany
 Brady (TX)
 Bright
 Broun (GA)
 Brown (SC)
 Brown-Waite,
 Ginny
 Buchanan
 Burgess
 Burton (IN)
 Buyer
 Calvert
 Camp
 Campbell
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 Cassidy
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 Chaffetz
 Coble
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 Deal (GA)
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 Taylor
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 Thompson (CA)
 Thompson (MS)
 Tierney
 Titus
 Tonko
 Towns
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Van Hollen
 Velázquez
 Visclosky
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 Platts
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 Posey
 Price (GA)
 Putnam
 Rehberg
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 Rogers (AL)
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 Rogers (MI)
 Rohrabacher
 Rooney
 Roskam
 Royce
 Ryan (WI)
 Scalise
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 Smith (TX)
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 Sullivan
 Terry
 Thompson (PA)
 Thornberry
 Tiahrt
 Tiberi
 Upton
 Walden
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 Whitfield
 Wilson (SC)
 Wittman
 Wolf
 Young (FL)

WHEN WILL CONGRESS TAKE A
STAND ON GUN CONTROL?

(Mr. QUIGLEY asked and was given permission to address the House for 1 minute.)

Mr. QUIGLEY. Mr. Speaker, today I had the honor of speaking with Chicago Firefighter Annette Nance-Holt and Chicago Police Officer Ronald Holt.

On May 10, 2007, their 16-year-old son Blair was shot and killed when a gang member opened fire on a crowded city bus. Blair jumped in front of another student to shield her.

When the child of two public servants gives his life to save another child from the scourge of gun violence, I have to ask, What are we prepared to do for these kids?

Over 500 Chicago public school students were involved in gun incidents over the last 2 years. That is two students for every Member of this House who signed a brief urging the Supreme Court to put even more guns in Chicago's streets and schools.

This Congress has allowed unlicensed gun dealers to sell guns at gun shows to people on terrorist watch lists and refuses to reauthorize the assault weapon ban. Congress has failed to hold the middle ground on guns.

Blair Holt was willing to take a bullet to protect a stranger. Is it too much to ask this House to take a tough vote to protect our kids?

HEALTH CARE REFORM

(Mr. CASSIDY asked and was given permission to address the House for 1 minute.)

Mr. CASSIDY. Mr. Speaker, I am a physician. I still see uninsured patients at the public hospital where I've worked for 20 years. Now, to give uninsured patients access to private health care, we've got to lower costs. But lowering health costs is more than just access; it's also about a stronger economy.

According to the White House Council on Economic Advisers, they had a study that explained that lowering health care costs lowers unemployment, raises the standard of living, and prevents disastrous budgetary consequences. Unfortunately, neither the House nor Senate bill lowers costs. The Congressional Budget Office says that each will more than double costs over the next decade.

Yesterday, the President released a new proposal combining the House and the Senate bill. But combining two bills that don't lower costs results in a third bill which certainly doesn't lower costs. If you don't lower costs, access and quality suffer, our economy suffers, people lose their jobs.

The American people—Republicans, Democrats, and Independents—want health care reform but they want reform which controls costs in reality, not just in rhetoric. They know that their health care, economy, and jobs depend upon it.

REAUTHORIZE SURFACE
TRANSPORTATION BILL

(Mr. THOMPSON of Pennsylvania asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. THOMPSON of Pennsylvania. Mr. Speaker, I rise today as a result of the Senate invoking cloture on what is being called a jobs bill. I believe we should be calling this bill what it really is. It's a cash infusion to keep the highway trust fund solvent.

Mr. Speaker, the Senate majority leader has said that a full reauthorization of surface transportation will be on the table by the end of the year. I ask, why not now? I ask, why not last February when we were debating the stimulus bill? Of the total stimulus spending in 2009, only 4 percent went to roads and bridges.

And while it is widely acknowledged that government spending does not end recessions, the money that has been otherwise squandered on portions of the stimulus that have been highly contested could have been used to promote maintaining or expanding our infrastructure. In turn, this would lead to safety enhancement, and above all, a more productive country.

The American people deserve some certainty—whether it's looming health care mandates, cap-and-trade legislation, or planners just wondering if the highway dollars are going to be there.

If we want real stimulus, Congress will do its work and reauthorize surface transportation legislation immediately.

NETWORKS BOOST SO-CALLED
STIMULUS

(Mr. SMITH of Texas asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. SMITH of Texas. Mr. Speaker, network news coverage of the administration's so-called stimulus package has been overwhelmingly one-sided, according to a recent analysis by the Business and Media Institute. Since the President signed it into law a year ago, ABC, CBS, and NBC have featured supporters of the stimulus over those who oppose it by a margin of 2 to 1. Incredibly, about half of the network news reports have shown no opposing opinions about the stimulus bill.

Americans are not buying the media's spin. Three out of four say the stimulus money has been wasted, and only 6 percent think it has created jobs, according to a CBS/New York Times poll. In fact, 3.3 million jobs have been lost since the stimulus was signed.

The national media should give Americans the facts about jobs; not tell them what to think.

□ 2051

So the bill was passed.

The result of the vote was announced as above recorded.

A motion to reconsider was laid on the table.